

MD. HISTORICAL TRUST  
BOX 1704  
ANNAPOLIS, MD. 21404

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM**

(Type all entries - complete applicable sections)

STATE:	
COUNTY:	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

<b>1. NAME</b>	
COMMON: <i>Maryland and Pennsylvania Railroad Site</i>	
AND/OR HISTORIC: <i>"Ma &amp; Pa"</i>	

<b>2. LOCATION</b>			
STREET AND NUMBER: <i>Stone bridge abutment at Deer Creek about 0.4 mi</i>			
CITY OR TOWN: <i>Between Forest Hill and Pylesville west of Cherry Hill Road</i>			
STATE: <i>Maryland</i>	CODE	COUNTY: <i>Harford</i>	CODE

<b>3. CLASSIFICATION</b>			
CATEGORY (Check One)	OWNERSHIP		STATUS
District <input type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> <u>Structure</u> <input type="checkbox"/> Object <input type="checkbox"/>	Public <input type="checkbox"/> Private <input checked="" type="checkbox"/> Both <input type="checkbox"/>	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered <input type="checkbox"/>	Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress <input type="checkbox"/>
PRESENT USE (Check One or More as Appropriate)		ACCESSIBLE TO THE PUBLIC	
Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment <input type="checkbox"/>	Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum <input type="checkbox"/>	Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific <input type="checkbox"/>	Yes: <input type="checkbox"/> Restricted <input type="checkbox"/> <u>Unrestricted</u> <input checked="" type="checkbox"/> No: <input type="checkbox"/>

<b>4. OWNER OF PROPERTY</b>			
OWNERS NAME: <i>Maryland and Pennsylvania Railroad Company</i>			
STREET AND NUMBER: <i>420 E. Market Street</i>			
CITY OR TOWN: <i>York</i>	STATE: <i>Pa</i>	CODE	

<b>5. LOCATION OF LEGAL DESCRIPTION</b>			
COURTHOUSE, REGISTRY OF DEEDS, ETC.: <i>CLERK OF THE CIRCUIT COURT</i>			
STREET AND NUMBER: <i>40 S. MAIN ST.</i>			
CITY OR TOWN: <i>BEL AIR</i>	STATE: <i>MARYLAND</i>	CODE	
APPROXIMATE ACREAGE OF NOMINATED PROPERTY:			

<b>6. REPRESENTATION IN EXISTING SURVEYS</b>			
TITLE OF SURVEY:			
DATE OF SURVEY: Federal <input type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local <input type="checkbox"/>			
DEPOSITORY FOR SURVEY RECORDS:			
STREET AND NUMBER:			
CITY OR TOWN:	STATE:	CODE	

SEE INSTRUCTIONS

STATE:  
COUNTY:  
ENTRY NUMBER  
DATE  
FOR NPS USE ONLY

## 7. DESCRIPTION

CONDITION	(Check One)				
	Excellent <input type="checkbox"/>	Good <input type="checkbox"/>	Fair <input type="checkbox"/>	Deteriorated <input type="checkbox"/>	<u>Ruins</u> <input checked="" type="checkbox"/> Unexposed <input type="checkbox"/>
INTEGRITY	(Check One)		(Check One)		
	Altered <input type="checkbox"/>	Unaltered <input type="checkbox"/>	Moved <input type="checkbox"/>	<u>Original Site</u> <input checked="" type="checkbox"/>	

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

Bridge abutment for dis mantled bridge  
 on Rte 24 and Deer Creek of the  
 Maryland and Pennsylvania Railroad.  
 This right-of-way followed a very circuitous  
 route, from farm to farm, literally, between  
 Baltimore, Fallston, Bel Air, Rocks and York, Pa.

SEE INSTRUCTIONS

## 8. SIGNIFICANCE

## PERIOD (Check One or More as Appropriate)

Pre-Columbian ☐16th Century ☐18th Century ☐20th Century ☐15th Century ☐17th Century ☐19th Century ☒

## SPECIFIC DATE(S) (If Applicable and Known)

## AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

Aboriginal

Education ☐Political ☐Urban Planning ☐Prehistoric ☐Engineering ☐

Religion/Phi-

Other (Specify) ☐Historic ☐Industry ☐losophy ☐Agriculture ☒Invention ☐Science ☐Art ☐

Landscape

Sculpture ☐Commerce ☒Architecture ☐

Social/Human-

Communications ☐Literature ☐itorion ☐Conservation ☐Military ☐Theater ☐Music ☐Transportation ☒town planning

## STATEMENT OF SIGNIFICANCE (Include Personages, Dates, Events, Etc.)

Part of the transportation system that increased the wealth of dairy farmers particularly ~~wealth~~ by reaching urban markets and by providing manufactured goods to local stores along the way.

Built in 1881 - 1884, it was successful as a freight line until outpaced by trucking in the 1930's and 40's, though it thrived again during World War II when autos and trucks were curtailed. Increasing financial losses closed it in 1954.

The right of way is excellent potential for recreation. (If automobiles are barely taxed as pollutants this roadbed might be built up again, with new towns planned along the right of way.)

SEE INSTRUCTIONS

## 9. MAJOR BIBLIOGRAPHICAL REFERENCES

Wright, C. Rutter; Our Harford Heritage pp 130-135  
 Harford County Directory p. 247

## 10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN ONE ACRE		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		° ' "	° ' "	
NE	° ' "	° ' "		° ' "	° ' "	
SE	° ' "	° ' "		° ' "	° ' "	
SW	° ' "	° ' "		° ' "	° ' "	

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE

## 11. FORM PREPARED BY

NAME AND TITLE: JEAN S. EWING		
ORGANIZATION: MARYLAND HISTORICAL TRUST	DATE:	
STREET AND NUMBER: 50 STATE CIRCLE		
CITY OR TOWN: ANNAPOLIS	STATE: MARYLAND	CODE:

## 12. STATE LIAISON OFFICER CERTIFICATION

## NATIONAL REGISTER VERIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National ☐ State ☐ Local ☐

Name \_\_\_\_\_

Title \_\_\_\_\_

Date \_\_\_\_\_

I hereby certify that this property is included in the National Register.

\_\_\_\_\_  
 Chief, Office of Archeology and Historic Preservation

Date \_\_\_\_\_

ATTEST:

\_\_\_\_\_  
 Keeper of The National Register

Date \_\_\_\_\_

SEE INSTRUCTIONS

Additional views of The Maryland and Pennsylvania Railroad Line Right of Way are given where ~~they~~ crosser Laurel Brook Road near Little Gunpowder Falls.

Recreational use, for walking, ~~the right~~ riding and bicycling ~~are~~ is evident. A fine level path should be developed while there is legal integrity to the right of way, in fringement being started in some areas since the railroad tracks were taken up soon after abandonment of use in.

The obvious use of this place for trash dump, especially of heavy "hard" appliances and machinery, will continue as long as residents have to pay to use county or other public dumps, especially where automobiles and trucks can bring trash in, as in slide A. contrasted to slide B.

We will try to replace with color later in the year

# MARYLAND HISTORICAL TRUST

## INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

### 1 NAME

HISTORIC

Maryland & Pennsylvania Railroad Bridge Abutments

AND/OR COMMON

at Deer Creek

### 2 LOCATION

STREET & NUMBER

Over Deer Creek, south of

CITY, TOWN

Rocks

CONGRESSIONAL DISTRICT

☒ VICINITY OF

STATE

Maryland

COUNTY

Harford

### 3 CLASSIFICATION

#### CATEGORY

☐ DISTRICT

☐ BUILDING(S)

☐ STRUCTURE

☐ SITE

☐ OBJECT

#### OWNERSHIP

☐ PUBLIC

☐ PRIVATE

☐ BOTH

#### PUBLIC ACQUISITION

☐ IN PROCESS

☐ BEING CONSIDERED

#### STATUS

☐ OCCUPIED

☐ UNOCCUPIED

☐ WORK IN PROGRESS

#### ACCESSIBLE

☐ YES: RESTRICTED

☐ YES: UNRESTRICTED

☐ NO

#### PRESENT USE

☐ AGRICULTURE

☐ COMMERCIAL

☐ EDUCATIONAL

☐ ENTERTAINMENT

☐ GOVERNMENT

☐ INDUSTRIAL

☐ MILITARY

☐ MUSEUM

☐ PARK

☐ PRIVATE RESIDENCE

☐ RELIGIOUS

☐ SCIENTIFIC

☐ TRANSPORTATION

☐ OTHER

### 4 OWNER OF PROPERTY

NAME

Telephone #:

STREET & NUMBER

CITY, TOWN

☐ VICINITY OF

STATE, zip code

### 5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Liber #:

Folio #:

STREET & NUMBER

CITY, TOWN

STATE

### 6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

11-30

CONDITION

☐ EXCELLENT  
☐ GOOD  
☐ FAIR

☐ DETERIORATED  
☐ RUINS  
☐ UNEXPOSED

CHECK ONE

☐ UNALTERED  
☐ ALTERED

CHECK ONE

☐ ORIGINAL SITE  
☐ MOVED DATE \_\_\_\_\_

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DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Ashlar abutments presumably for an iron tressle which once carried the railroad across Deer Creek at Rocks, Maryland.

CONTINUE ON SEPARATE SHEET IF NECESSARY

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Maryland and Pennsylvania Railroad once traversed the land which now constitutes Rocks State Park. This abutment is a rare physical remnant of that once important transportation system. Virtually all that is left of the old right-of-way is the graded mound and a few scattered ties.

## Recommendations:

The minimal maintenance required for the continued stable existence of the abutment should be ensured. If the DNR should undertake an archaeological survey in this region, the MD and PA right of way should be carefully investigated, along with the portions located in the Gunpowder State Park.

CONTINUE ON SEPARATE SHEET IF NECESSARY



**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

CONTINUE ON SEPARATE SHEET IF NECESSARY

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY \_\_\_\_\_

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

COUNTY

STATE

COUNTY

**11 FORM PREPARED BY**

NAME / TITLE

John Hnedak

ORGANIZATION

Maryland Historical Trust

DATE

STREET &amp; NUMBER

TELEPHONE

CITY OR TOWN

STATE

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust  
The Shaw House, 21 State Circle  
Annapolis, Maryland 21401  
(301) 267-1438





HA-29

Maryland & Pennsylvania Railroad Bridge  
Abutments